

MEMORANDUM OF AGREEMENT

between

UNITED STATES AIR FORCE, UNITED STATES NAVY,

and

UNITED STATES ARMY

SUBJECT: Mutual Acceptance of Airworthiness Certifications

1. PURPOSE

This memorandum of agreement describes the responsibilities and actions of United States Air Force, United States Army, and United States Navy associated with mutual acceptance of airworthiness certifications for manned and unmanned aircraft systems within the same certified design configuration, envelope, parameters, and usage limits certified by the originating Service. Similarly, mutual acceptance will be extended to already certified internal/external stores and store suspension equipment on such aircraft if the receiving Service intends to utilize the aircraft/stores configurations within the same certified design configuration, envelope, parameters, and usage limits.

2. REFERENCE

Department of Defense Handbooks:

MIL-HDBK-516, Airworthiness Certification Criteria, October 1, 2002

Air Force Policy/Instructions:

AFPD 62-4, Standards of Airworthiness for Passenger Carrying Commercial Derivative Transport Aircraft, December 1, 1998

AFPD 62-5, Standards of Airworthiness for Commercial Derivative Hybrid Aircraft, August 8, 2001

AFPD 62-6, USAF Aircraft Airworthiness Certification, October 1, 2000

Army Policy/Instructions:

Army Regulation 70-62, Airworthiness Qualification of US Army Aircraft Systems, July 7, 2000

Navy Policy/Instructions:

NAVAIRINST 13034.1B, Flight Clearance Policy for Manned Air Vehicles, October 24, 2000

NAVAIRINST 13034.2, Flight Clearances for Unmanned Aviation Systems, August 15, 2000

3. BACKGROUND

Historically, receiving Services conducted limited to substantial airworthiness re-certification activities of aircraft systems procured or received from an originating Service. The Services have determined that this practice is an unnecessary waste of resources, especially when the system in question is to be operated and maintained within the same design configuration, envelope, parameters, and usage limits as certified by the originating Service. Therefore, the DoD Business Initiative Council (BIC) directed the Services to adopt written policy to facilitate the acceptance of other Service authorities' airworthiness certifications, thereby eliminating redundant in-depth engineering reviews. MIL-HDBK-516, Airworthiness Certification Criteria, October 1, 2002, establishes a set of common airworthiness criteria; this MOA builds upon this foundational document, promoting cross-Service acceptance of previously established airworthiness certifications.

4. SCOPE

This agreement endorses interservice acceptance of established airworthiness certifications for aircraft systems. The accepted airworthiness certification is strictly limited to the applicable design configuration, envelope, parameters, and usage limits to which the originating Service has certified the aircraft system. If the receiving Service intends to operate the aircraft outside the design configuration, envelope, parameters, or usage limits to which the originating Service has issued airworthiness certification, the receiving Service shall be responsible for assuring airworthiness of the aircraft system with these changes incorporated.

5. UNDERSTANDINGS, AGREEMENTS, SUPPORT, AND RESOURCE NEEDS

Airworthiness certification results from the demonstrated capability of an aircraft system to function safely within prescribed limits. The parties to this MOA agree that the process by which each originating Service issues airworthiness certification of an aircraft system is technically and substantially acceptable to the receiving Service.

When transferring aircraft systems between Services within the same airworthiness certified design configuration, envelope parameters, and usage limits, the receiving Service will accept the established airworthiness certification with no additional engineering review. An airworthiness certification statement from the originating Service documenting the certification basis will be provided along with operating instructions, manuals, and limitations necessary for safe operation and flight of the aircraft system.

If the receiving Service anticipates extending the airworthiness envelope, modifying the aircraft configuration, or expanding the usage limitations beyond those certified by the originating Service, the originating Service will provide the aircraft certification basis and, to the maximum extent possible, facilitate access to the source data that established and documented the prescribed limits of the airworthiness certification. Any cost incurred will be negotiated between the originating and receiving Services.

6. EFFECTIVE DATE/AMENDMENT

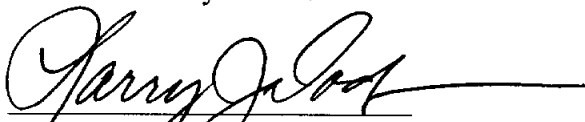
This agreement is effective upon the coordination, agreement, and signature of the below-listed parties. This agreement may be amended at a future date upon the coordination, agreement, and signature of all parties.



RICHARD V. REYNOLDS
Lieutenant General, USAF
Commander
Aeronautical Systems Center



JOSEPH W. DYER
Vice Admiral, USN
Commander
Naval Air Systems Command



LARRY J. DODGEN
Major General, USA
Commanding General
US Army Aviation & Missile Command

23 JAN 2003